RAILROADS.

CENTRAL OHIO RAILROAD.

Summer Arrangement—Change of Time.

THREE DAILY TRAINS EACH WAY, (SUNDAYS EXCEPTED.)

And but one Change of Cars between Columbus and Baltimore.

ON and after Monday June 18th, 1855, Trains will run as follows:

	GOING EAST.		
	Express Train.	*Mail Train.*	*Night Train.*
Leave Columbus	10.00 A. M.	3.30 P. M.	11.30 P. M.
" Newark	11.23 "	4.56 "	12.56 A. M.
" Zanesville	12.30 P. M.	6.00 "	2.12 "
" Concord	12.50 "	6.14 "	2.31 "
" Cambridge	1.20 "	7.08 "	3.23 "
" Barnesville	2.22 "	8.20 "	4.45 "
" Belmont	2.46 "	8.51 "	5.14 "
Arrive Bellaire	3.30 "	arr. 9.45 "	arr. 6.15 "
	GOING WEST.		
	Express Train.	*Mail Train.*	*Night Train.*
Leave Bellaire	9.00 A. M.	4.15 A. M.	6.00 P. M.
" Belmont	10.31 "	6.15 "	7.03 "
" Barnesville	10.53 "	6.47 "	7.40 "
" Cambridge	11.53 "	8.04 "	9.00 "
" Concord	12.12 P. M.	8.30 "	9.26 "
" Zanesville	1.30 "	9.30 "	10.30 "
" Newark	2.03 "	10.37 "	11.50 "
Arrive Columbus	3.23 "	12.15 P. M.	1.20 A. M.

The Express Train going East will stop to take up or leave passengers, at Taylor's, Newark, Zanesville, Concord, Cambridge, Campbell's, Barnesville, and Belmont only. Express West will stop at the same named Stations. The Mail Train will stop at all the Stations where the Mail is to be received, or delivered, and at all other Stations on notice being given. The Night Train will stop at all Stations on proper notice being given.

GOING EAST.

The 10.30 A. M. Express Train, connects at Columbus with the Express Train which leaves Cincinnati at 6 A. M. Pass with the Train from the West on the Columbus, Piqua and Indiana Railroad; at Newark with morning Trains to and from Sandusky, Mansfield and Mt. Vernon, and with Trains on the Steubenville and Indiana Railroad; at Wheeling with Express Train on the Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and Eastern Cities.

The 3.30 P. M. Train will connect at Columbus with the second Train from Cincinnati; at Newark with Sandusky, Mansfield and Newark Railroad; and at Wheeling with Night Train on Baltimore and Ohio Railroad. Passengers leaving Louisville and points below Cincinnati, at 5 A. M. by the 9 A. M. Train on little Miami Railroad, will connect with this Train at Columbus. Passengers leaving Indianapolis and Richmond by morning Train on Indiana Central Railroad will also connect with this Train at Columbus, and reach Wheeling at 9.15 P. M., and leave by 10.30 P. M. Train in Baltimore and Ohio Railroad, arriving in Baltimore at 6 P. M. next day.

The 1.20 P. M. Train connects at Columbus with the Mail Train which leaves Cincinnati at 6.30 P. M., and arrives at 5.45 P. M. at Newark, connecting with the same Train from Pan-an-the Baltimore and Ohio Railroad. Passengers leaving Cincinnati at 9 A. M. by Evening Trains can by this Train reach Baltimore next day. Passengers leaving Dayton, reach Columbus in season to take this train; and at Wheeling will take the Accomodation Train for Cumberland, sleep there, and resume by Express Train to Baltimore, and Eastern Cities.

GOING WEST.

The 3.15 A. M. Mail Train connects at Bellaire with Night Train on the Baltimore and Ohio Railroad; at Newark with trains east from Sandusky, Mansfield and Mt. Vernon; and Chicago via Monroeville; at Columbus with the trains for Cincinnati, and with trains for Xenia, Dayton, Indianapolis and Chicago, via Dayton and via Urbana.

The 9.45 A. M. Express Train connects with the Express Train from Baltimore, and arrives in Columbus at 12.50 P. M.; and can reach with trains going South and West arriving in Cincinnati at 7.30 P. M.

The 8.00 P. M. Train connects with the Accommodation Train from Cumberland, and at Columbus with Mail Train at 2.15 A. M. direct for Cincinnati, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Saint Louis and Chicago

ISAAC H. SOUTHWICK, *Supt.*

Zanesville, June 18, 1855.—[1cl]

CLEVELAND AND PITTSBURGH RAILROAD.

CONNECTING WITH

STEAMERS FOREST CITY AND DIURNAL,

VIA WELLSVILLE,

AND

Ohio and Pennsylvania Railroad,

VIA ALLIANCE.

THE shortest, quickest and most reliable route to Toledo, Chicago, Rock Island, Galena, and St. Louis, is VIA CLEVELAND

This route is One Hundred miles shorter and about nine hours quicker than the circuitous one via Indianapolis.

Three Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Chicago.

Time to Cleveland 8½ hours, Chicago twenty-three hours, and St. Louis thirty-seven hours.

VIA ALLIANCE.

The Trains of the Ohio and Penna. Railroad leaving Pittsburgh at 3.00, A. M., 8.00, A. M., and 3.00, P. M., connect at Alliance at 6.20 A. M., 11.45 A. M., and 6.30 P. M., as follows:

Trains for Cleveland leave Alliance at 7.50, A. M., and 12.00 M., and 6.35 P. M., connecting at Hudson with Trains for Cuyahoga Falls and Akron, and arriving in Cleveland at 10.04 A. M., 2.20 P. M., and 9.00 P. M.

Passengers for Toledo, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to go through without detention, will take the train leaving Pittsburgh at 8.00 A. M., and arriving in Cleveland at 2.20 P. M., as it is the only train by which close connections are made through to the above points. Passengers for this train reach Chicago at 7.20 next morning, and St. Louis at midnight.

VIA WELLSVILLE.

The Steamers Forest City and Diurnal will leave the Monongahela wharf every morning, (Sundays excepted,) at 10 o'clock, for Wellsville, connecting with the cars at Wellsville at 4.30 P. M., and arriving at Cleveland at 9.00 P. M.

An Accommodation Train will leave Wellsville daily, (Sundays excepted,) at 2.30 P. M., connecting at Bayard with Express Train arriving in Cleveland at 11 P. M.

Trains from Wellsville and Cleveland connect at Bayard for Carrollton, Wagenburg, Dover, and New Philadelphia.

☞ Tickets for Cleveland, Chicago and the North-west via Wellsville, cannot at a less rate than via Alliance.

The Trains from Cleveland to Toledo and Chicago, run as follows: Leave Cleveland at 7.25 and 2.30 A. M., and 6.25 P. M., arrive at Chicago at 11.00 P. M., 7.00 A. M., and 10.00 A. M.

Trains leave Chicago for Rock Island and St. Louis as follows: For Rock Island at 9.00 A. M. and 11.00 P. M. For St. Louis at 9.15 A. M., and 10.05 P. M.

Passengers for St. Louis go over Rock Island Railroad to Joliet, and thence over the Chicago and Alton Railroad to Alton, and thence by Steamboat (23 miles) to St. Louis. Passengers by the 9.15, A. M., Train arrive in St. Louis at 11.30 same evening, and by the 10.05, P. M., Train, at noon next day.

Baggage checked through to Cleveland, and there rechecked for Chicago and St. Louis.

FARE VIA ALLIANCE AND CLEVELAND.

Initials, 24 Cts.

To Alliance	$2 50	To La Salle	$16 00	$15 50
" Cleveland	4 00	" Rock Island	18 00	17 00
" Toledo	6 50	" Galena	19 15	14 00
" Chicago	13 00	$10 50	" Springfield	18 70	16 20
" Bloomington	16 00	14 40	" Alton	20 00	
" St. Louis	21 00	16 50			

Passengers are requested to procure their tickets at the office of the Company, in Monongahela House, below the corner } D. URAND, Supt, Cleveland.
} J. A. CRAGHEY, Agt, Pittsburgh.

mh26 **1855. AIR LINE ROUTE 1855.**

FROM

CHICAGO TO ST. LOUIS.

VIA CHICAGO, ALTON AND ST. LOUIS

RAIL ROAD,

Formerly the Chicago and Mississippi.

Carrying the Great American Express and U. S. Mails.

THE Only Direct and Reliable Route to the South and South-West—seventy Miles Shorter than any other Route.

TWO THROUGH EXPRESS TRAINS DAILY, SUNDAYS EXCEPTED.

	Leaves Chicago.	*Arrives at St. Louis.*
St Louis Day Express	9.15 A. M.	12.20 A. M.
St. Louis Night Express	10.00 P. M.	5.00 P. M.

Trains run directly through without change of cars or Baggage.

☞ 90 Miles Chicago to St. Louis in 15½ hours.

INSTANT CONNECTION—At Joliet with the Rock Island Railroad for Ottawa, La Salle, Rock Island and Canal Boats.

At Bloomington, with Illinois Central Railroad for Gilman, Waynesville and Decatur, and with Stages for Peoria.

At Jacksonville and Illinois River.

At Alton, with Daily line of Packets for Hannibal, Quincy and Keokuk; the most expeditious and reliable route to all portions of North-eastern Missouri.

At St. Louis, with Daily Fast-class Steamers for New Orleans and intermediate points on the Lower Mississippi, and with regular Line of Packets for Kansas, St. Joseph and all points on the Missouri, Tennessee, Cumberland and Arkansas Rivers.

H. P. MORGAN, *Sup't*, Bloomington, Ill.

L. DARLING, *Agent*, Chicago, Ill. [apr]

ILLINOIS CENTRAL RAILROAD.

Carrying the Great U. States Mail and Express.

TWO PASSENGER TRAINS RUN DAILY on its entire length from DUBUQUE to CAIRO,

AND

CHICAGO to CAIRO.

This Road, in conjunction with Trains of the Ohio and Mississippi R. R. and Chicago and Galena R. Road, forms the most direct and only continuous R. R. route from

CHICAGO to ST. LOUIS,

CHICAGO to CAIRO,

CHICAGO to DUBUQUE.

Trains leave Chicago at 9 A. M. and 5 P. M.

10 A. M. and 10 20 P. M.—St. Louis and Cairo Express. Fare Cairo to St. Louis $5. Passengers by this train take the cars of the Ohio and Miss. R. R. at Sandoval, and are carried direct to St. Louis.

9 30 A. M. and 4.10 P. M.—Dubuque and Galena Express, connecting at Dunleith (opposite Dubuque) with a Daily Line of Steam Packets for St. Paul and the Upper Mississippi river ports.

Trains leave Cairo for Chicago and Dubuque at 7.30 A. M. and 7.00 P. M.

Passengers from the East and places on the Ohio river destined for St. Louis, will save 100 miles of tedious and uncertain river navigation from Cairo to St. Louis, and arrive fifteen hours in advance of the river route, by taking the cars at Cairo.

Tickets to St Louis, Cairo, Dubuque, St. Paul, and all important places by this route, can be had at the office of the A. & T. and C. & P. Railroads in Pittsburgh, and Michigan Central Railroad in Chicago.

jy6 R. B. MASON, *Sup't.*

PITTSBURGH AND CONNELLSVILLE

RAILROAD

Open from West Newton, Westmoreland County, to Hiltenburg Station, Fayette County.

THE FAST STEAMER CLARA FISHER having been chartered by the C. & C. R. Co., will leave Pittsburgh every evening at half past four o'clock precisely, for West Newton, connecting there with the Trains of the Pittsburgh and Connellsville Railroad, which will run between the above points until further notice, as follows:

Leave West Newton at 6.30 A. M.; stopping at Port Royal, Smith's Mill, Jacob's Creek and Layton; reaching Hiltenburg at 6.30 o'clock. Returning, leave Hiltenburg at 8.35 A. M. late at all way stations, and arrive at West Newton at 2.30, connecting with the st-amer CLARA FISHER for Pittsburgh; reaching Pittsburgh at noon.

Second Train will leave West Newton at 12 o'clock for Hiltenburg, and returning, will leave Hiltenburg at 6 P. M., stopping at all way stations.

Fare from Pittsburgh to Hiltenburg, $1.15. Stages for Uniontown and Connellsville will connect with the Trains at Hiltenburg Station.

Freight will be transported each way daily. For rates apply to D. W. CALDWELL, Esq., Assistant Superintendent, West Newton; or to W. THOMPSON, Freight Agent, on board the steamer Clara Fisher, at her wharf above the Monongahela Bridge.

OLIVER W. BARNES,
President and Superintendent.

Pittsburgh, June 20, 1855. [1d2t]

RAILROADS

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPEN!

THROUGH

Northern Illinois to the Mississippi River,

IOWA, MISSOURI,

KANSAS AND NEBRASKA.

All Railroad to the Mississippi,

Chicago, Burlington and Quincy

RAILROAD.

FORMERLY THE CHICAGO AND AURORA & CHI. MILITARY TRACT R. R. IS NOW COMPLETED,

And Trains run the entire distance from CHICAGO TO BURLINGTON, Iowa, without change of Cars.

The Only Direct Route to BURLINGTON, QUINCY, KEOKUK, MUSCATINE, OQUAWKA, WAPELLO, FORT DES MOINES, COUNCIL BLUFF, &c., and the ONLY ALL-RAILROAD Route from CHICAGO TO ST. LOUIS, BLOOMINGTON, CLINTON, DECATUR, CAIRO, SPRINGFIELD, JACKSONVILLE, NAPLES, and intermediate Stations on the Illinois Central, Great Western, and Ohio and Mississippi Railroads.

Trains on the above Line leave Chicago on the arrival of Trains from the East—avoiding all laying over at any of the points.

Baggage leaves Burlington daily for Southern and Central Iowa and Northern Missouri—making the quickest and most reliable route to reach all the important points west of the Mississippi as far as Council Bluff, with from forty to fifty miles less staging than by any other rou e. The Road, for a large portion of the way, is laid with the CONTINUOUS RAIL, the smoothest riding and best Railroad in the West—well stocked with the most modern Locomotives and elegant new Cars.

☞ By this route passengers are aware of making connections, and arriving at St. Louis an hour and a half in advance